

Community Building Through Form Based Code... a sticky solution.

The “Community” as Expert

Paul Dreher, Livability Solutions, Newport, Vermont

<http://livabilitysolutions.org/>



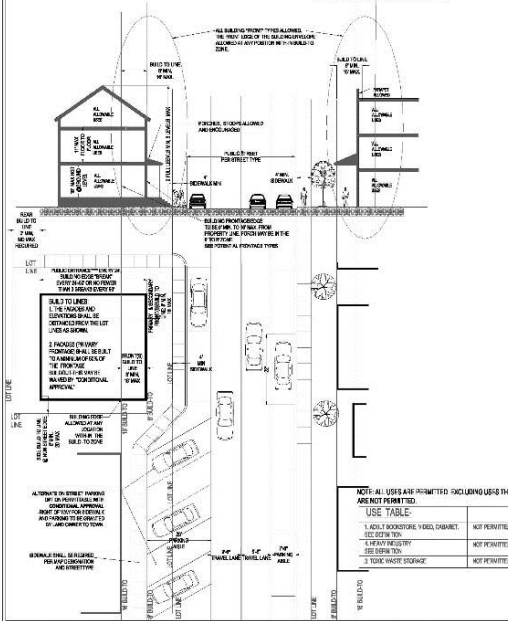


“You should never do any planning project unless it improves the health of your community”

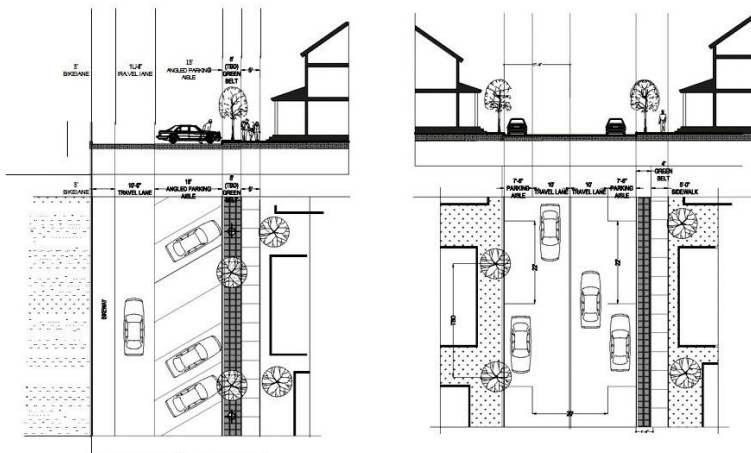
-Dan Burden

VILLAGE BUILDING ENVELOPE STANDARDS GRAPHIC STANDARD

PURPOSE:
THE PURPOSE OF THIS ZONE IS TO CREATE A STREET ORIENTED PUBLIC
REAR THAT ENCOURAGES A DIVERSE MIX OF USES: RESIDENTIAL, RECREATION, RETAIL, OFFICE, AND COMMERCIAL USES
ENCOURAGED. THE CENTRAL PARKWAY IS A HIGH-LEVEL FOOT TRAVEL
PARKING LOT INCLUDING ON-STREET PARKING
S-ALL BE AVOID OR REDUCE FROM THE STREET



STREET TYPES & STREET TYPE STANDARDS

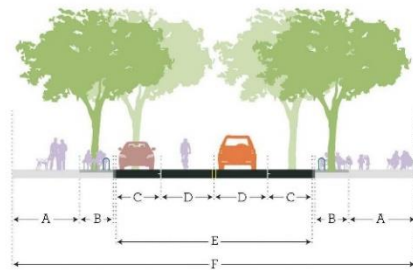


SCHOOL STREET TYPE 1
1 BIKE, 1 AUTO LANE, ANGLED PARKING, GREENBELT & SIDEWALKS

SCHOOL STREET TYPE 2
2 TRAVEL LANE, 2 PARKING ASLES, GREENBELT AND 1 SIDEWALK

What is a Form Based Code?

Destination Street



Role in Community

A Destination Street is meant to serve as the front door of a multi-use destination of greater than normal significance to the community. A Destination Street should serve as an intuitive and special place for social gathering, shopping, dining, entertainment, and events that may or may not require the street to be closed temporarily to motor vehicle traffic. Traffic should naturally move slowly due to a high density of pedestrians and activities.

Congestion Tolerance

Gridlock is acceptable at peak periods.

A (Sidewalk Width)	12' Min
B (Greenbelt Width)	4' Min
C (Parking Ln Width)	8' Max †
D (Travel Ln Width)	9' Min, 11' Max
E (Pavement Width)	22' Min, 66' Max
F (ROW Width)	
Target Speed	15 mph
Design Speed	25 mph
Design Vehicle	DL-23 (Delivery Vehicle)
# Travel Lanes	2 Lanes
Sidewalk Type	Full Sidewalk
Curbing	Vertical Faced Curb or Shared Space
Curb Radius	5' Min, 16' Max
One-Way Traffic	Not permitted
Center/Left Turn Ln	Not Permitted
Median	Permitted only as Traffic Control Device or Gateway
Min Bicycle Facility	Shared Lane
On-St Bike Parking	Frequent, Regularly Spaced Racks and Clusters at Intersections
Transit Facilities	Permitted
On-Street Parking	Parallel or Angled †

Intended Uses & Activities

Order of Consideration



Form Based Code is a zoning regulatory tool that regulates municipal development primarily by form of the built environment (based on shared community vision) and not by use.

A Form Based Code: (if done right)

- Promotes shared community vision!
- Is asset based
- Is affirmative
- Recognizes and celebrates a community's strengths
- Is place based and place-making
- Develops/redevelops *streets as places*
- Is an economic development tool
- Is a community empowerment tool

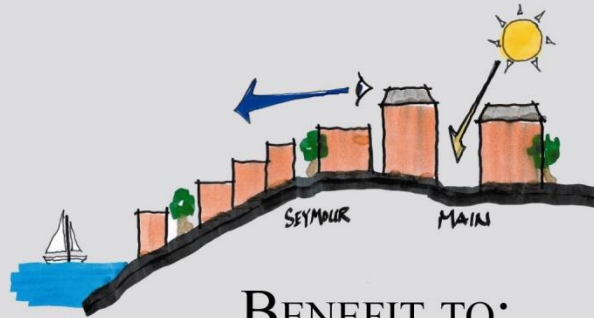
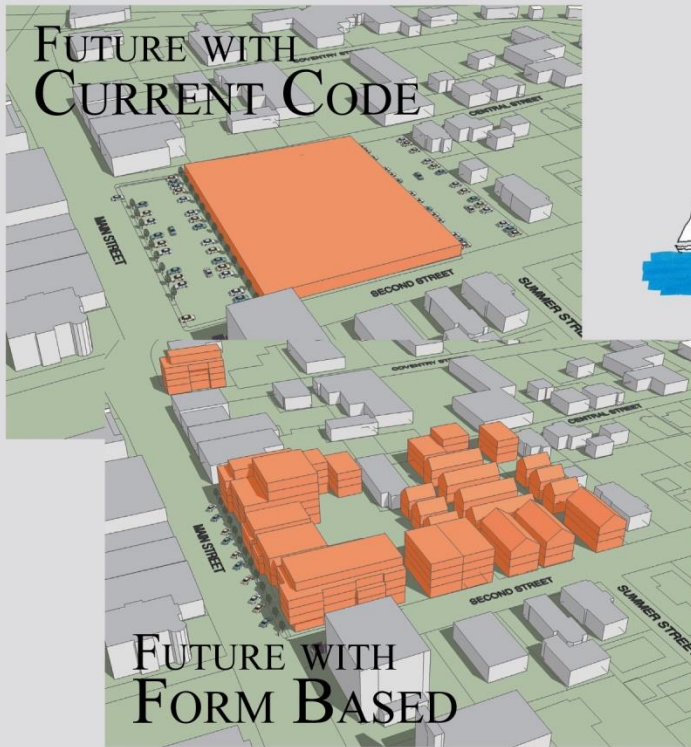


Advantages of Form-Based Codes

- Are prescriptive
- Create predictable physical result.
- Shape a high quality built environment.
- Regulate development at individual building or lot scale
- Redevelops Streets as Place and inherently encourages/fosters Complete Street
- Define and codify a neighborhood's existing "DNA."
- Are easier to use by non-professionals - shorter, more concise, and organized for visual access and readability.
- Are easier for non-planners to determine compliance.



Advantages of Form Based Code

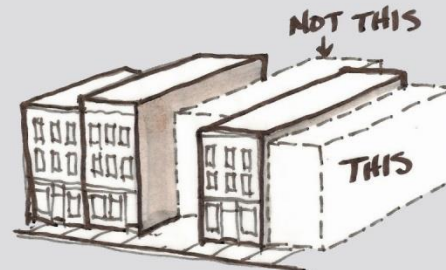
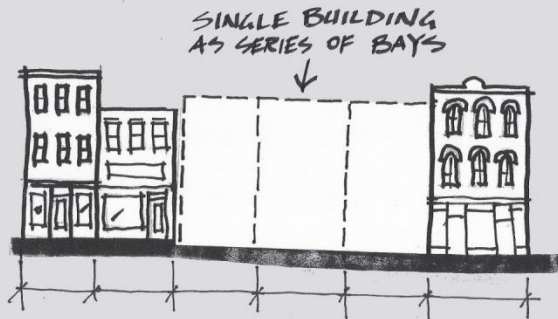


BENEFIT TO:

- COMMUNITY
- MUNICIPALITY
- BUSINESSES

CREATE A FRAMEWORK FOR:

- MULTI-PURPOSE/
MULTI-USE
DESTINATIONS
- BETTER
PEDESTRIAN
EXPERIENCE
- REINFORCING
HISTORIC FABRIC
- GREAT
PLACEMAKING



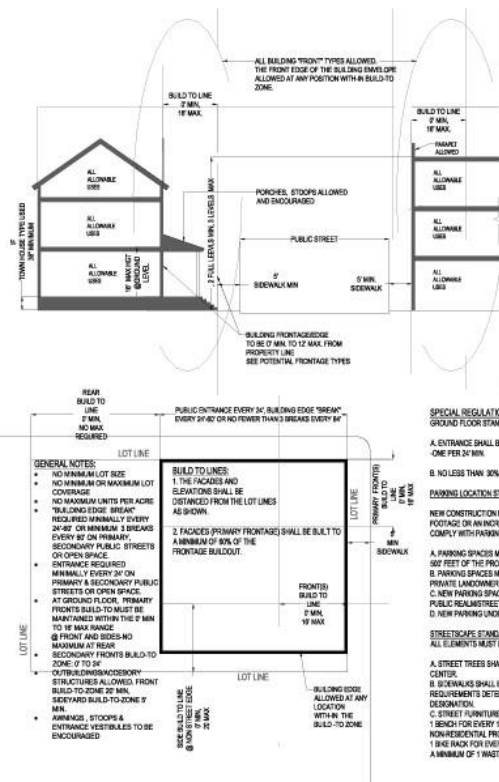
Tools of the Trade:

Building Envelope Standards (BES)

Street Types

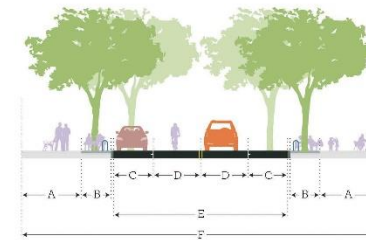
TRANSECT 4, MULTI-USE BUILDING ENVELOPE STANDARDS

PURPOSE:
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4

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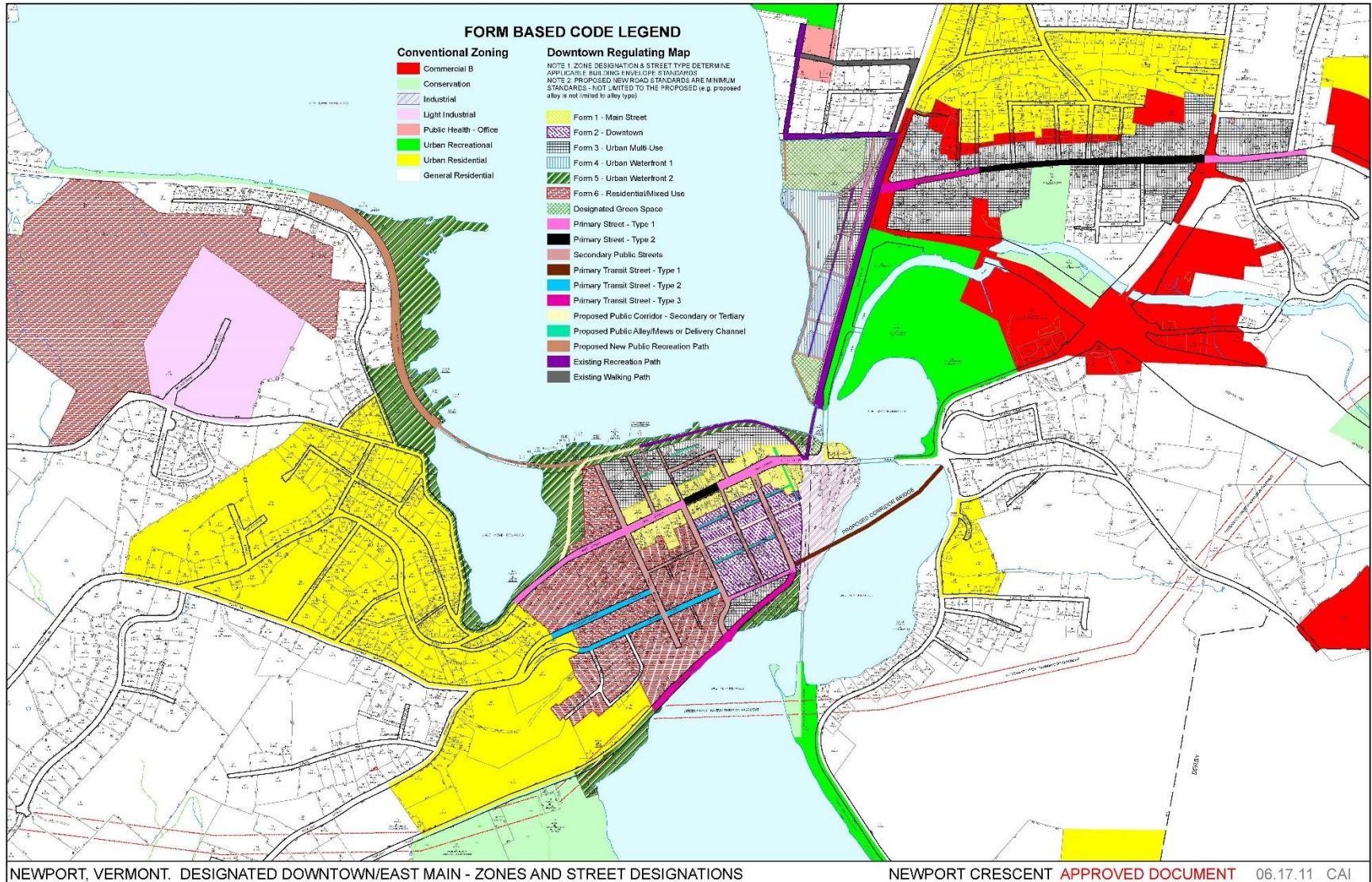
Intended Uses & Activities

Order of Consideration



Tools of the Trade:

The Map



Why Form Based Code?



Laguna Beach, California



Sydney, Australia

We shape our public spaces, and
afterwards our public spaces shape us.

— Adapted from Winston Churchill

“It is difficult to design a place that will not attract people; what is remarkable is how often this has been accomplished.”

-- William H. Whyte

The erosion of cities by automobiles proceeds as a kind of nibbling. Small nibbles at first but eventually hefty bites. A street is widened here, another is straightened there, a wide avenue is converted to one way flow and more land goes into parking. No one step in this process is in itself crucial but **cumulatively the effect is enormous.**

Jane Jacobs, 1954

Winooski, VT



Winooski, VT



Winooski, VT



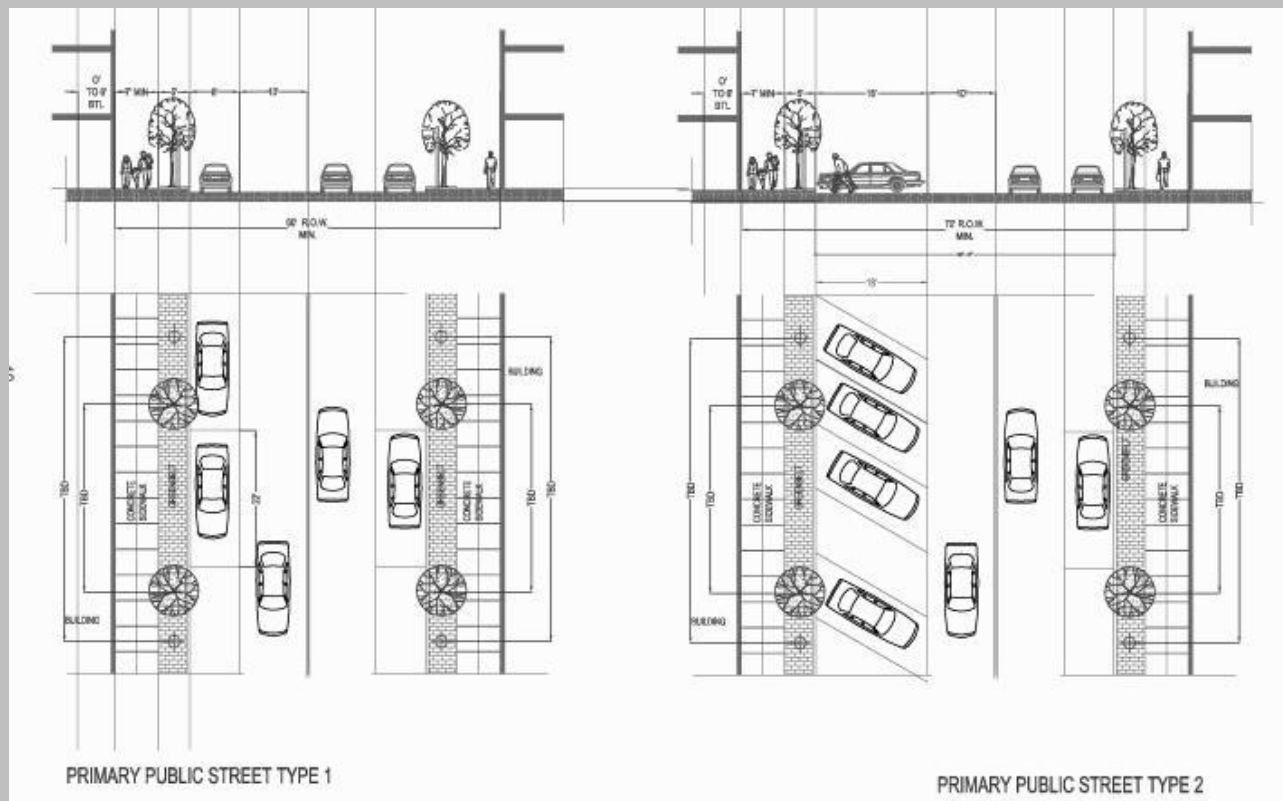
Winooski, VT



Our Approach

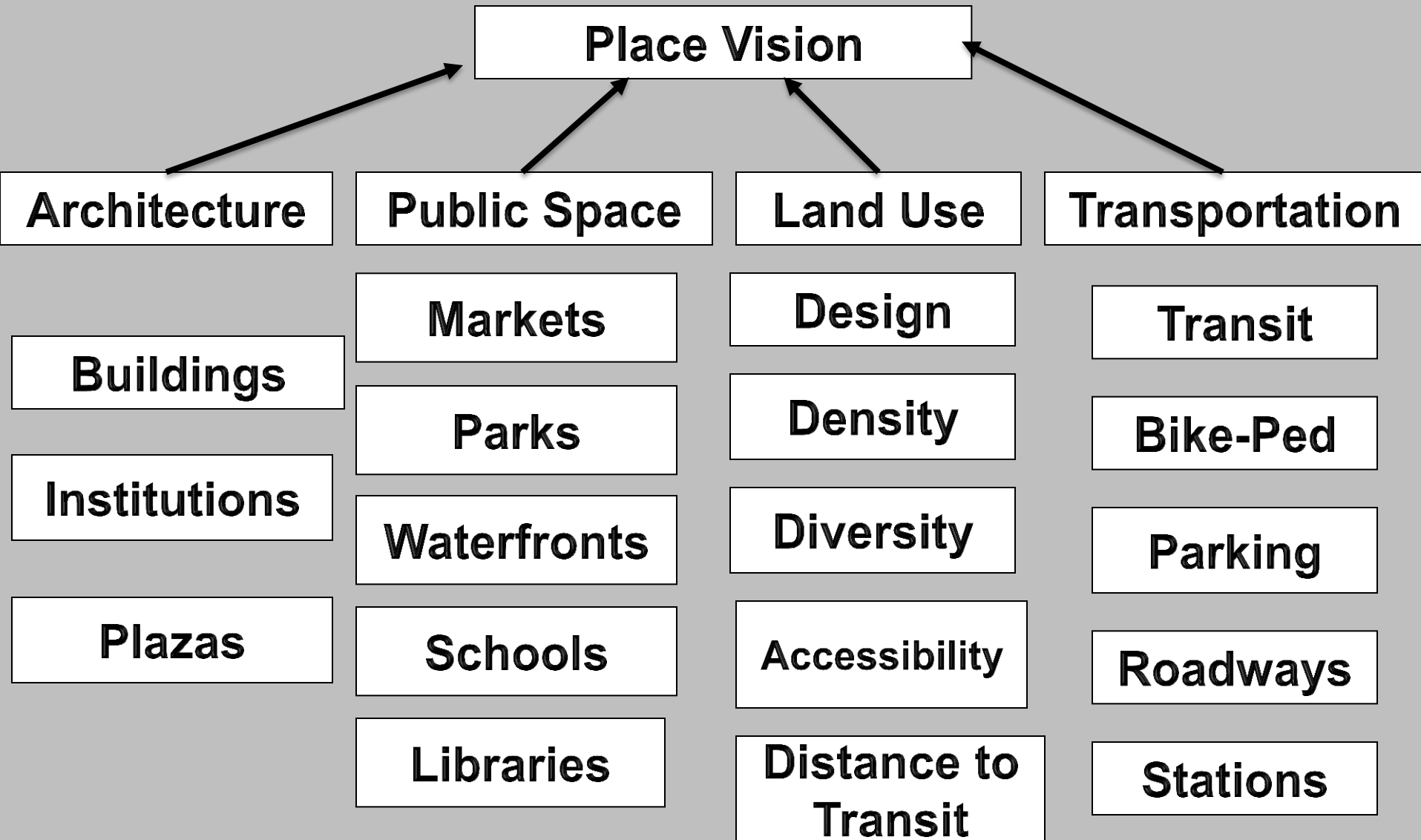
The “Community” as Expert

“Form Based Codes allow the community to decide what it wants to “be” rather than allowing outside “experts” to determine what it will become.”



Upside Down Planning

Disciplines Support Place



PROCESS



- Meetings
- Charrettes
- Tours



Working Documents

INVOLVEMENT (Unlikely Partners)

- Community Members
- Planning and Zoning (Local Government)
- Business Community
- Schools



FORMING PARTNERSHIPS



AIA

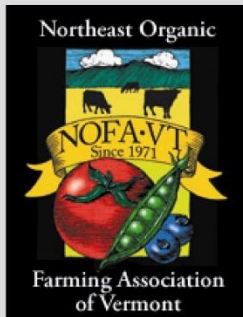
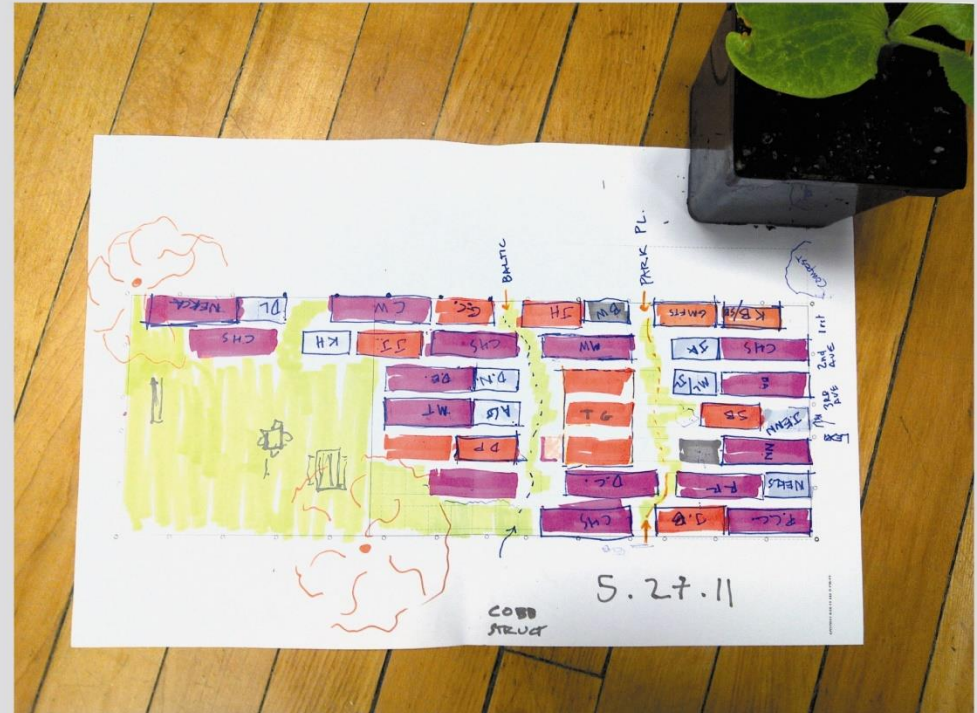


Highfields
CENTER FOR
COMPOSTING

VERMONT



Poulin Grain
A Family Feed Company



THE COMMUNITY AS EXPERT
MONTREAL 2011 ECOCITY WORLD SUMMIT



Listening to the Community



Listening to the Community



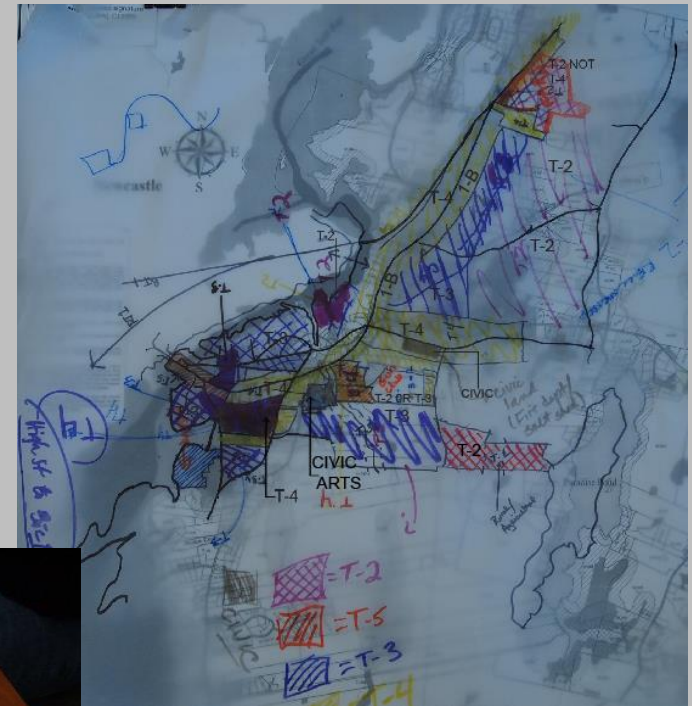
Finding the DNA

The Community as Expert - Measuring Your Place



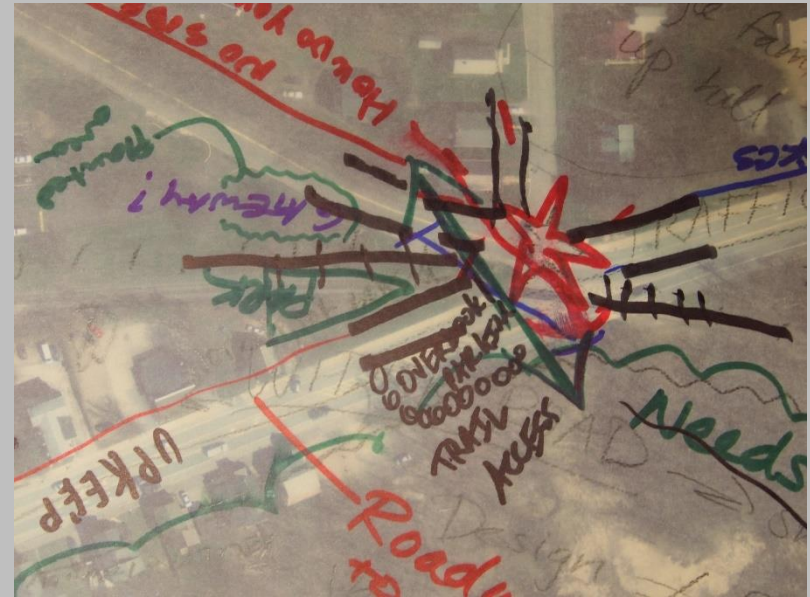
The Messy Map

The power of the pen
in the hands of the community...



“Start with the map, end with the map.”

Process - The Messy Map



Listening to the Community

Consistency of Comments

COMMUNITY COMMENTS:

“Grocery Store”

“Street Trees”

“mixed-use”

“Safe Routes to School”

“gateway”

“affordable housing”

“public gathering places”

“Great places”

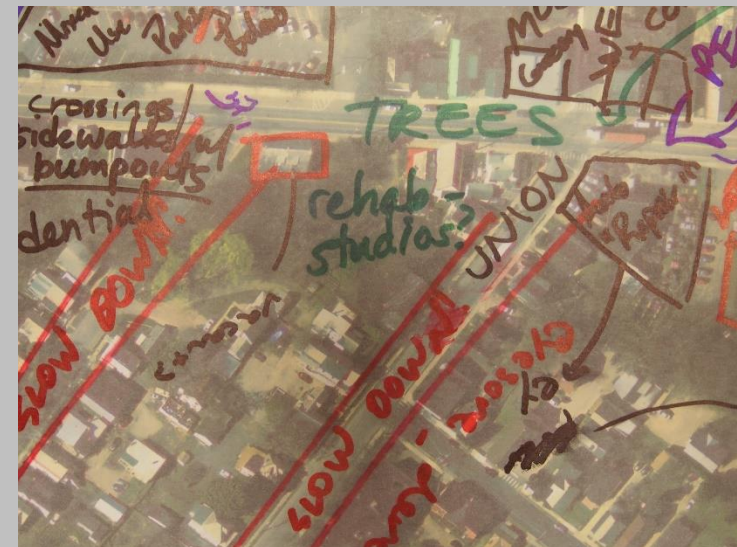
“more destinations on Main Street”

“Slower Traffic”

“Community gardens”

"Bike lanes

“Wider sidewalks”



WRITING THE CODE



* URBAN WATER FRONT 2 -MEDIUM DENSITY-- MAXIMUM 3 LEVELS

SPECIAL REGULATIONS
THE PURPOSE OF THIS ZONE IS TO CREATE A STREET ORIENTED PUBLIC REALM THAT ENCOURAGES OPEN PUBLIC RECREATION SPACE ORIENTED TOWARD THE WATERFRONT. PARKING (NOT INCLUDING ON STREET PARKING) SHOULD BE AWAY (OR HI

GROUND FLOOR
A. ENTRANCE S
TO 40' MAX-NO
B. NO LESS THA

ARCHITECT,
THESE STAN
APPLICANT.

NEW CONSTRUCTION
FOOTAGE OR IN
COMPLY WITH F

A. PARKING SP/ 1,000 FEET OF T
B. PARKING SP/ PRIVATE LAND

Newcastle

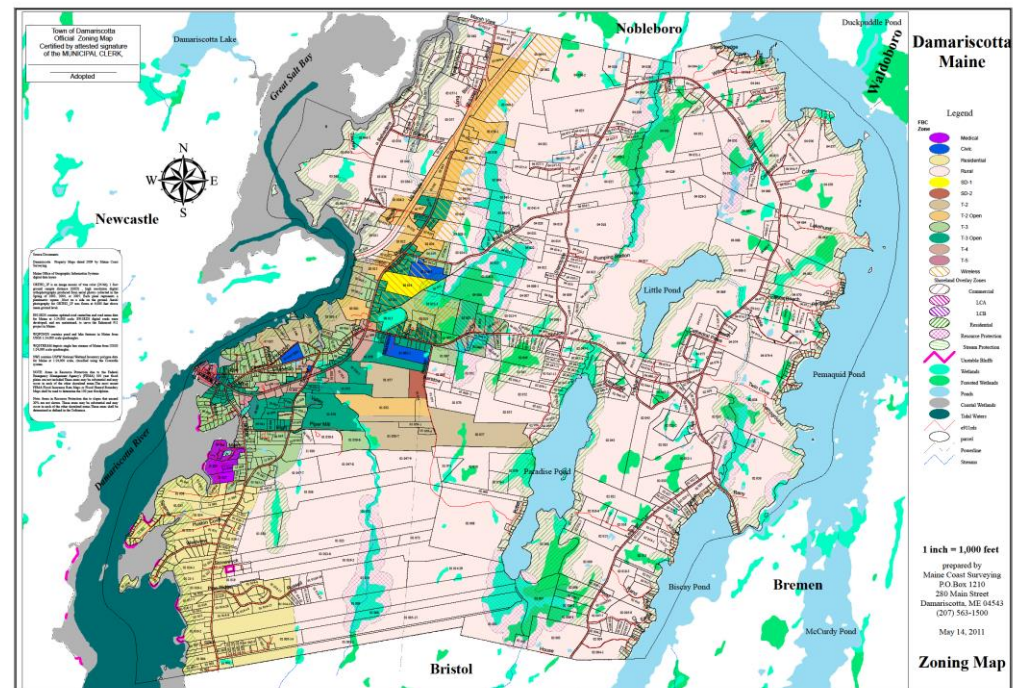
STREETSCAPE:
ALL ELEMENTS
A. STREET TREE
B. UNPAVED GR
GROUNDCOVER

**C. SIDEWALKS
DETERMINED BY
D. STREET FURN
1 BENCH FOR E
PROJECT MIN.**

[illegible]

These items are *Not* "Inventory" items that do expire that account 30% are not shown. These items may be substantial and may occur in each of the other inventory items. These items shall be determined as defined in the Conference.

A map of Botswana showing the location of the study site. The Marikona River is highlighted in blue, and the study site is marked with a red dot. The map includes the names of neighboring countries: Zimbabwe, Zambia, and South Africa.



The Product: Grow a Neighborhood Community Garden

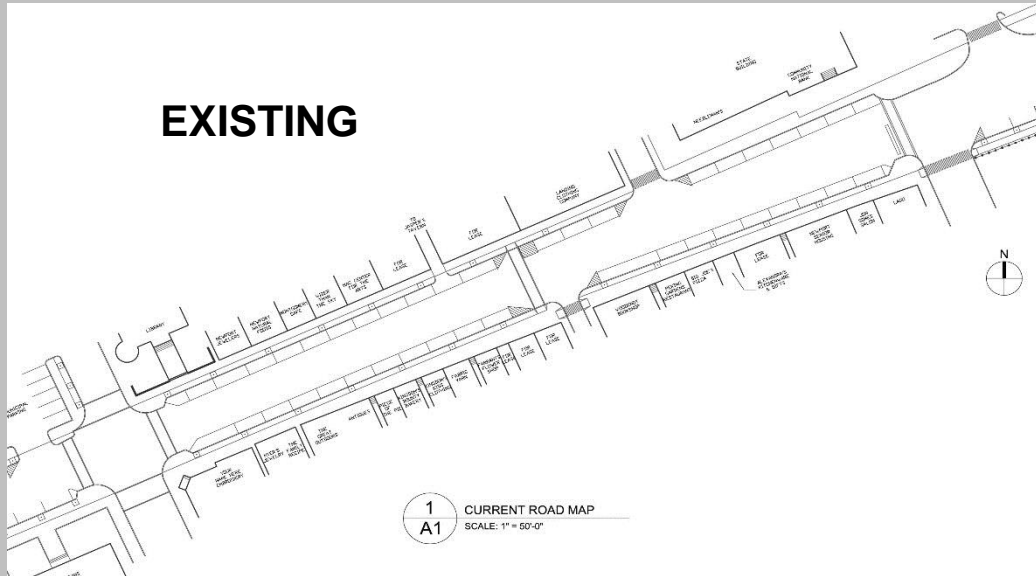


- ADDRESS FOOD INSECURITY
- INSTILL HEALTHY FOOD HABITS-GROW HEALTHY COMMUNITY
- CHAIR & YARN BOMB
- BUILD COMMUNITY!

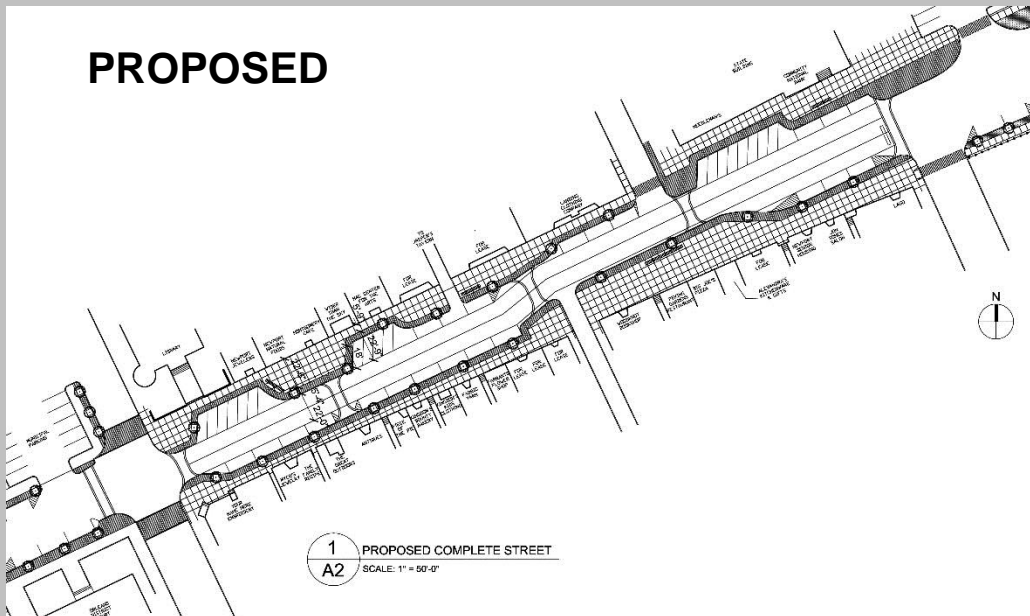


Complete Streets Design Documents

EXISTING



PROPOSED



- Great placemaking!
- Safer streets-for all
- Living streets-all modes!
- Pro-walk, pro-bike & pro stay
- Bike parking
- Better pedestrian experience.
- New businesses
- Shorter pedestrian crossing
- Decreased vehicular speed
- Back-in angled parking
- Increased on street parking
- COMPREHENSIVE COMPLETE STREETS POLICY

Empowered Community - Placemaking



Activating Place - Community Ownership



FROM “CAN’T HAPPEN HERE” TO “ANYTHING IS POSSIBLE”



Questions

